

Point Defiance Bypass Project Technical Advisory Team – Meeting Notes

Date: March 17, 2011
Time: 10-12 a.m.
Location: Pierce Transit's Rainier Conference Room
Attendees: Jeff Gonzales, City of Lakewood
Dan Penrose, City of Lakewood
Minh Vo, Camp Murray
Larry Mickel, JBLM
Michael Forsythe, Clover Park School District
Jodi Mitchell, Sound Transit
Jason Suzaka, Sound Transit
Shawn Phelps, Pierce County
Peter Zahn, City of DuPont
Dean Moberg, FHWA
Steve Kim, WSDOT (Olympic Region)
WSDOT Project Team: Dave Smelser, Larry Mattson, Myria Foisy, Dan Lewis, Melanie Coon, Dianna Lahmann, Elizabeth Phinney, Jim Mahugh, Brad Schilperoort

Welcome

Cascades High Speed Rail Project Delivery Manager Dave Smelser kicked off the meeting with introductions. He specifically introduced members of the project team from Eastern Washington, who the group doesn't normally get to see.

Program Update

Recovery Act funding –

- FRA obligated \$590m
- Working toward reaching agreements for the remaining \$161m
- In the process of applying for money returned by Florida.

The 11 project program is about to go to 17-18, or more depending on the redistribution of FL funds.

The first project to start construction will probably be Everett Storage Track this fall. The rest of the projects are in environmental review or design. WSDOT is partially funding King Street Station remodel which is in progress. Work is also underway in the Vancouver rail yard on a group of projects.

Community outreach is on-going. Members of the project team recently met with the Pierce County Building & Construction Trades Council and the Steilacoom Town Council. The next presentation is to Lakewood's Pacific Neighborhood and the team is continuing to seek outreach opportunities.

EA Schedule

The “four-month look ahead” schedule was reviewed. This summer WSDOT wants feedback on the three discipline reports (Socio-Economic, Noise and Transportation).

The team is still on track to finish the EA in fall 2012.

Greenfield Tech Memo

The group reviewed Appendix A of the Greenfield Memo (posted online). There were questions about variability between cost estimates in each of the routes. Dave Smelser explained the wide range in the estimates is because the routes are at a very high level design. As the routes are designed further cost ranges can be narrowed.

There were other questions about the distance of the routes compared to the bypass route and environmental justice. WSDOT re-evaluate and update the appendix.

Traffic & Transportation Study

Assumptions update: WSDOT is running two 2030 traffic models; one includes Cross-base Highway as being built and one excludes it. The Camp Murray gate will remain in its current location for the modeling. We are confident we can adequately address traffic issues without trying to model it at a new location. We will have another opportunity to address a change later on in project design.

Next Steps

WSDOT requests feedback from the team on two Traffic Memos and the Greenfield Memo (all posted online) by Mar. 25.